

THE ADAIR COUNTY NEWS

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Latest War News.

War Department officials contemplate an army of more than 2,000,000 officers and men by the end of the fiscal year next June, and it is likely that a third draft will be made before that time. In communications sent out to exemption boards and made public last night, Provost Marshal General Crowder calls the attention of the members to the gravity of their tasks, and says that every case must be considered from the standpoint of the nation and not the individual.

The Russian Provisional Government has ordered all frontiers closed until August 15. Stoppage of international travel was resorted to as a means of preventing spies and other undesirables entering the country and as a means of capturing many already in Russia. The trial of the Maximalist leader Lenin, on charges of being a German agent, was demanded in a resolution adopted at Petrograd yesterday.

The defection of large bodies of Russian troops in Galicia appears to have had its effect in Petrograd. Feeling the need of a stronger and more representative government, the political leaders have postponed the Russian National Congress while the Cabinet is rebuilt with stronger men.

The United States will be able to transport all soldiers needed in France is the opinion of officials at Washington. Sixteen German merchant ships, including the great liner Vaterland, will be fitted out as transports.

America's superior resources and the ability of the people to organize without compulsion will win the war, declared Food Director Herbert Hoover in a statement issued last night. He declared the United States had done more in four months than Germany did in a year.

From Indiana.

Wadena, July 23, 1917.

Editor News:

As I haven't seen any letters from this part of the world thought I would drop the News a line. I got here the 3rd day of March, went to work the 7th, and haven't lost but one day. Crops look good. Oats are fine—never were better, and the farmers will begin threshing in about a week. The Kentucky and Tennessee boys are coming in for threshing. Hands will be scarce. I guess a good hand can get his own price here. Farmers are now offering \$3 per day through harvest.

I like Indiana fine. I came here to make it my home, and I haven't changed my mind yet. We had a nice rain to-day. I wish more of the readers of the News would write. Through neglect I have missed a few of the last papers, but I don't want to let that happen again, and I may be a little behind with Adair News.

The boys here are expecting to have to go to Germany in the near future. I noticed in my last issue where Dr. H. W. Depp was prepared to extract teeth by the use of Sommoform. Will say this, if he can take them out any better with sommoform than he can without it, he needn't be surprised to hear me knock at his office door some morning about daybreak.

As this is my first attempt to write will close, wishing the News success.
Ned Lewis.

Glensfork.

We are having plenty of rain at present and crops and gardens are looking fine.

Miss Kittle Lewis, of Crocus, is visiting relatives at this place.

John Jones has purchased an automobile.

Virgil Collins, of Ozark, was visiting friends at this place one day last week.

Columbus Flowers and wife, of Clinton county, were visiting the latter's father, Henry Wells, a few days of last week.

Mr. D. Grant, Mr. K. Walkup and daughter, Miss Eliza, went on a fishing trip to Cumberland river, last week.

We had several candidates in our town last Saturday.

Mr. Eddie Lee Grider and Mr. Char-

lie Thomas made a business trip to Greensburg recently.

Mr. Will Lyon passed through our town one day last week.

Mr. Finis Thomas made a business trip to Creelsboro last Saturday.

Charlie Morgan and Miss Emma Andrew were shopping in Columbia one day last week.

Virgil Collins and Miss Laura Andrew were visiting Rollin Webb and wife last Sunday.

Rev. J. Guinn filled his regular appointment at this place the fourth Sunday.

How Uncle Sam Got His Name.

Immediately after the declaration of war with England in 1812, Elbert Anderson, of New York, then a contractor, visited Troy, where he purchased a large quantity of provisions. The inspectors of the articles at that place were Ebenezer and Samuel Wilson. The latter (universally known as "Uncle Sam") generally superintended in person a large number of workmen, who on this occasion were employed in overhauling the provisions purchased by the contractor. The casks were marked "E. A.—U. S." Their inspection fell to the lot of a facetious fellow who, on being asked the meaning of the mark, said he did not know, unless it meant "Elbert Anderson and Uncle Sam," alluding to "Uncle Sam" Wilson. The joke took among the workmen and passed currently, "Uncle Sam" eventually being generally adopted as a nickname for the United States Government.

The Cradle of the Red Cross.

Surgery and medicine did not come into use on the battlefields before the last decade of the 18th century. Before that time wounded soldiers were either carried to the rear by their comrades or left unattended to and exposed until the fighting was over. Surgical assistance did not reach the battlefield until the day after the engagement or even later, and for many of the wounded it was then too late.

In 1792 Baron Dominique Jean Larrey, of the French army, introduced his system of "ambulance volante," or flying field hospitals, capable of moving rapidly from place to place. They gave primary surgical treatment and removed the wounded quickly from the field. Napoleon warmly supported Larrey, and the system was quickly brought to a high state of efficiency in the Grand Army.

The actual founder of the Red Cross society was Jean Henri Dunant, a philanthropic citizen of Geneva, Switzerland. On June 14, 1859, he chanced to be present at the battle of Solferino and was an eye witness to the vast amount of unnecessary suffering that resulted from the inability of the regular surgical corps for the thousands of wounded who lay upon the field. Three years later he published a book on his experiences at Solferino and advocated an international convention to provide for the aiding of the wounded in war. This convention, which took place at Geneva in 1863, neutralized the surgical corps of hostile armies and volunteer societies caring for the wounded. As a compliment to Switzerland the Swiss flag in reversed colors, i. e., a red cross on a white field, was to be adopted universally and worn on arm bands by all members of the neutral staffs. Geneva has been since that time the headquarters of the International Red Cross society. From "Switzerland, the Good Samaritan," by Marie Widmer, in the American Review of Reviews for August, 1917.

Play is a necessary part of right living. The boy who never gets half a day off is not likely to break any records raising corn or fattening pigs.—Southern Agriculturist.

A Chance for Some Missionary Work.

It seems to me, thinking the matter over, that we farmers have not been duly appreciative of some of the efforts made in our behalf. We have been content to take without giving in too many instances. There is the matter of advice, for example; we have just been going about taking advice by the cartload from everybody in general and giving practically none in return.

This is not right. It is time for us to change our habits and begin to repay some of the vast amount that has been so freely bestowed upon us. I think, too, that I have found a good place to begin. It is with the railroads.

Even the metropolitan newspapers are beginning to realize that the "food shortage" of the cities is not due to any actual scarcity of stuff to eat, but to the inefficiency of the systems of transportation and distribution. There is plenty of food if it could be distributed where needed. It is not distributed because of a scarcity of freight cars. There is a scarcity of freight cars simply because the traffic managers of the railroads have not yet learned how to keep freight cars moving. The average freight car is said to spend more time standing on the siding than moving from place to place. It has been made a warehouse rather than a vehicle of transportation. In the course of a year its actual traveling speed per hour is just about that of a fast walking horse.

The railroad men have been clamoring for higher freight rates so that they could get more money to buy more freight cars, but they are letting the cars they have loaf half their time. If the farmer was as much a slacker as the freight car, there would be sure enough trouble.

It is time for us farmers to do something. We should at once send "experts" to tell the traffic men of the railroads how to get more service out of their freight cars, how to speed up their distribution of food products. If it would be but a fit return for all they have done for us.

So I herewith offer my services at any reasonable salary, to any organization of farmers that feel disposed to pay the good advice the railroads have been so freely offering farmers for the past few years. I do not claim to know exactly what these traffic managers should do to help things; but that need be no drawback. I know that something ought to be done, and that is about the extent of the knowledge possessed by some of the "experts" they have turned loose on us.—E. E. Miller, in Southern Agriculturist.

Don't Sell the Cows.

Prof. J. J. Hooper, of the Kentucky Experiment station, calls attention to the necessity of conserving the supply of live stock and especially of dairy cows.

Of all animals the cow is the most economical producer of human food. A good cow will produce in a year as much edible food as is contained in the bodies of two 1,200 pound steers. From 100 pounds of digestible nutrients in her feed the cow will produce eighteen pounds of solids for human food. This will not all be utilized, however, if the skim milk or the buttermilk is wasted.

Big prices are now being offered for milk cows. They should not be sold however. No good cow should go to the butcher until the war is over. The number is none too great now, and if the war continues for two or three years the cow will be more urgently needed than ever.—Southern Agriculturist.

THE ADAIR COUNTY NEWS 1.00

"The Five Tires"



A Complete Stock of United States Tires Carried by W. E. NOE, Columbia, Ky.

Why We Are at War.

Some people think this world is big enough to hold anything. It is not. Any number of things could be mentioned which it has not room for. Certainly it is not big enough to hold the nation the United States of America aspires to be and the nation the German Empire aspires to be.

This nation is, as Lincoln said, a republic dedicated to the proposition that all men are free and equal. Despite all its failures and shortcomings it aspires to develop along these lines—to become a more democratic nation; to lead other nations, by the force of its example, to become free and strong and self-sustaining. With all its record of wars and conflicts, its ideal is peace. The one thing it values more than peace is justice.

The German Empire is the last great stronghold of the doctrine of "divine rights," of the belief that some men are appointed by God to rule over the rest of mankind. It aspires, even as Caesar and Genghis Khan and Napoleon aspired, to world domination. It is based on a belief in force. For two generations it has subordinated everything to military efficiency. The right of the German Empire to dictate to other nations is an accepted part of its creed. The use of any measure of force or brutality that will enable it to do so is openly proclaimed as a national policy.

Two such nations could not continue to exist and to grow in a world no larger than ours. A clash was inevitable. The world cannot remain half democratic and half autocratic.

This, in few words is why we are at war.—Southern Agriculturist.

Take Care of the Corn Stalks.

The South wastes enough feed in the corn stalks every year to make up for any shortage in this year's hay crop. A medium acre of corn will make enough forage after the ears without the husks are removed to winter a steer, but only a few of the acres are doing this well. To save the

corn stalks to best advantage the corn has to be cut and shocked and let stand until cured when the ears are removed and the remainder is shredded and put in the barn, is stacked or fed to the stock from the shocks. As this is a new practice for most of us it will have to be begun on a small scale until the art is learned. Corn that is cut early while the weather is hot must be pretty ripe. In the hot climate of the South probably not more than a third to a fourth of the blades should still be green. It is an advantage to start the shock and cut on one side until the whole field has been gone over in this way. Then the corn on the other side of the shock is cut and it is finished. This allows the blades to dry out inside the shock. Just before frost the corn can be cut somewhat greener as the weather is cooler. It is the warm moist weather that frequently occurs in September and early October that spoils the corn so badly.—Southern Agriculturist.

Disinfect.

Keep a can of one of the coal-tar dips on hand and use it often. Keep the hog houses and the poultry houses clean with it. Spray the hogs occasionally. Disinfect the stables now and then. Kill the lice and swat the germs. You will find it worth while.

Of course, there are other precautions to be observed. Don't compel the hogs to wallow in and drink out of filthy mudholes. Nor the cows, either. Keep the manure cleaned out of all stables and stalls and out of the poultry houses just as closely as circumstances will permit. If you have a field on which you can spread it, so much the better. Manure belongs in the soil, you know, not in the barnyard or the barn.

Cleanliness safeguards health, of animals as well as of men.—Southern Agriculturist.

You can steal from the soil and not go to jail. But you may wind up in the poorhouse.—Southern Agriculturist.

Save the Roads.

Last fall plans were made for a large amount of new road construction and the reconstruction of many which were pretty well worn out or in need of more durable surfacing. The cost of maintaining the latter roads was so great that it was economical to reconstruct them and thus cut down the annual cost of keeping them in good condition. The summer is half gone and a considerable part of these improvements has not been undertaken because of labor and material conditions. It is impracticable to carry out the 1917 road program in these localities. That is no reason, however, for allowing the old roads to become impassable.

It is good reason on the other hand, for straining every resource to maintain them in as serviceable condition as possible. When conditions become readjusted, as they surely will be soon, the really important roads of the country will have the attention due them, and the cost of reconstruction will be reduced if the old roads have not been allowed to go to pieces. It is not the kind of work which is attractive to the road builder, whose joy lies in building something new, in creative endeavor. But it is the kind of work that is needed. The road builder must be content to work with what he has to keep the old roads in service even though his neighbors criticize him for not accomplishing the impossible task of maintaining them in as good condition as new roads, just as they are criticizing everybody these days who is doing his bit for the public.

Kenelon Chase Winslow, prominent in church and social circles in Elizabeth, N. J., confessed, the police say, to killing a young woman known as Frances Bradley, whose body was found in a room in a hotel in New York recently.

Ex-Governor Foss, of Massachusetts, who is one of the country's largest employers, attributes forty per cent. of all industrial accidents to liquor.